

SAFETY COMMISSION AGENDA STATEMENT

Item 3

Meeting Date 5/06/15

ITEM TITLE: Resolution of the Safety Commission of the City of Chula Vista Recommending Adoption of the Complete Streets Policy by City Council

SUBMITTED BY: Environmental Resource Manager *for B.R.*

Jurisdictions are becoming increasingly aware that cities play a critical role in supporting the health and well-being of their communities. The built environment, especially roadways, plays an important factor in determining an individual's health. As such, many jurisdictions have developed Complete Streets Policies to ensure that right-of-ways are designed to ensure safe, comfortable, and convenient access to all transportation users of all ages and abilities. The City's draft Complete Streets Policy will help institutionalize many of the multi-modal design features incorporated into recent capital improvement projects and will help align the City with new state and regional transportation agency guidance.

RECOMMENDATION

That the Safety Commission recommend adoption of the Complete Streets Policy by City Council.

DISCUSSION

Jurisdictions are becoming increasingly aware that cities play a critical role in supporting the health and well-being of their communities. Factors contributing to a community's health can include walkable neighborhoods, quality parks and open space areas, efficient transportation, and safe, clean environments. As such, the Chula Vista City Council reiterated the importance of creating a healthy community in adopting the Chula Vista Strategic Plan in 2013. Over the last year, the City has also been implementing its multi-department *Healthy Chula Vista* initiative, which focuses on integrating public health considerations across municipal capital projects, plans, and services.

Roadways play an especially important factor in determining a community's health and jurisdictions are working to transition to more "complete streets," which are designed to ensure safe, comfortable, and convenient access to all users (pedestrians, bicyclists, motorists, and transit riders) of all ages and abilities. A complete street may include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. Many jurisdictions have developed and adopted formal Complete Streets policies to direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users.

As part of the *Healthy Chula Vista* initiative, a multi-departmental team has developed a draft Complete Streets Policy for the City of Chula Vista. The Policy follows the suggested framework of the National Complete Streets Coalition and includes sections on design criteria, context sensitivity, performance metrics, and initial implementation actions. The Policy builds off of the multi-modal design features incorporated into recent capital improvement projects in the City and was greatly informed by community stakeholder input through two workshops and a bicycle tour. The Policy will also help align Chula Vista with new state and regional transportation agency guidance. The Complete Streets Policy's future implementation will be

guided by ongoing consultations with the Safety Commission and through ongoing updates to the Bikeway & Pedestrian Master Plans. Finally, staff will incorporate feedback into the draft Policy from the Safety Commission and other stakeholders before presenting it to City Council for consideration in early summer.

FISCAL IMPACT

If adopted, the Complete Streets Policy will encourage roadways and right-of-ways to include infrastructure for all transportation users. While this could add costs to individual capital improvement projects, broader economic benefits may include a more efficient transportation network and commuter cost savings.

ATTACHMENTS

1. Complete Streets Policy (DRAFT)

**COUNCIL POLICY
CITY OF CHULA VISTA**

SUBJECT: City of Chula Vista Complete Streets Policy –
PUBLIC DRAFT II (4-27-15)

**POLICY
NUMBER**

**EFFECTIVE
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ADOPTED BY: (Resolution No.)

DATED:

AMENDED BY: Resolution No. (date of resolution)

BACKGROUND

The General Plan sets forth the goals of creating a safe, healthy, and vibrant community as well as a sustainable transportation circulation system that provides transportation choices. The City's Strategic Plan also has goals and strategies to support a healthy and connected community. The proper planning of public streets - and their associated right of ways - drives the performance of these goals. The California Complete Streets Act of 2008 further requires municipalities to plan for a balanced, multimodal transportation network that meets the needs of all users. Since the transportation sector is the largest contributor of greenhouse gases in the State of California and the San Diego region, there is also legislation requiring better coordination between transportation and land uses as well as requirements for reductions in associated emissions. As such, many communities have developed "Complete Streets" policies to help ensure that their roadways are safe and accessible for all transportation users.

REFERENCES

- California Complete Streets Act of 2008 (AB 1358)
- California Global Warming Solutions Act of 2006 (AB 32)
- California Sustainable Communities & Climate Protection Act of 2008 (SB 375)
- City of Chula Vista Bikeway & Pedestrian Master Plans
- City of Chula Vista Climate Action Plan
- City of Chula Vista General Plan (Goals 6.1 and 6.3)
- City of Chula Vista Strategic Plan
- Institute of Traffic Engineers - "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach"
- National Association of City Transportation Officials (NACTO) - "Urban Street Design Guide"
- San Diego Association of Governments' Regional Transportation Plan

PURPOSE

Complete Streets can be defined as roadways that are planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Transportation modes can include walking, bicycling, driving automobiles, riding public transportation, or delivering goods.

This Complete Streets Policy outlines how the City will integrate "Complete Streets" design considerations and best practices into its community planning and municipal operations. Examples of typical design components include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide Americans with Disabilities Act (ADA) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations, shared-use lanes, wide travel lanes or bike lanes as appropriate; water-efficient boulevard landscaping, shade trees, and street furniture.

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By adopting a formal Complete Streets Policy, the City will be better positioned to improve mobility and connectivity, promote community health and well-being, improve air and water quality, increase safety, enhance neighborhoods and businesses, and advance the overall quality of life for all of Chula Vista's citizens and visitors. The City will also be more aligned with new state and regional transportation agency guidance and anticipated grant funding requirements.

POLICY

All municipal and private development in the right of way shall be subject to the following policy. The City will also advocate for Complete Streets principles in joint projects with the San Diego Association of Governments (SANDAG), California Department of Transportation (Caltrans), and the San Diego Metropolitan Transit System (MTS).

1. All Users & Modes

The City of Chula Vista will ensure that all future roadway projects accommodate the safety, access, and convenience of all users of the transportation systems such as motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

2. All Projects & Phases

Complete Streets design principles will be considered in the earliest stages of project development and may be achieved through single, comprehensive projects or incrementally through a series of smaller improvements over time.

3. The Importance of a Network

The City of Chula Vista recognizes the necessity of promoting pedestrian, bicycle, and public transportation network connectivity and transportation mode-sharing as a viable alternative to the automobile. As such, the City aims for a comprehensive network of streets that emphasize different modes, while still providing quality, safe access for each mode. The City acknowledges that, whenever feasible, the integration of all travel modes in the design of streets and highways should be pursued. The integration of a variety of travel modes is expected to increase the capacity and efficiency of the City's broader roadway network helping to reduce traffic congestion, while also improving local air quality and overall quality of life.

4. Design Criteria

New or reconstructed facilities should be designed to integrate a variety of travel modes and promote current Complete Streets best practices. Facility design should anticipate likely future demand for bicycling, walking, and transit facilities and not preclude the provision of related future improvements. Design criteria should be aligned with the City's General Plan and Bikeway and Pedestrian Master Plans. Finally, the City will consider innovative or nontraditional design options and integrate broader sustainability features such as electric vehicle charging infrastructure, bike-sharing/car-sharing,

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bioswales, parklets, streetdecks, and “cool” paving, when appropriate and feasible.

5. Context Sensitivity

It will be important to the success of this Complete Streets Policy to ensure that the project development process includes early consideration of the land use, transportation, and historical context of the project. In addition, gaps or deficiencies in the network for various user groups that could be addressed by the project should be identified and an assessment of any tradeoffs should be conducted to help balance the needs of all users.

6. Performance Measures

Several factors may be used by City staff to evaluate the effectiveness of this Policy, such as:

- a. Community health data
- b. Customer satisfaction surveys
- c. Level of Service (LOS)
- d. Miles of bicycle routes and trails
- e. Miles of pedestrian sidewalks
- f. Number of bicycle, pedestrian, and motor vehicle crashes
- g. Number (or amount) of grants awarded
- h. Number of new or reconstructed curb ramps
- i. Number of new or repainted crosswalks
- j. Number of new shade trees planted along streets
- k. Number of stakeholders engaged
- l. Number of staff trained
- m. Percentage of transit stops with shelters
- n. Traffic, bicycle, and pedestrian counts
- o. Transit system ridership
- p. School transportation survey information (transportation to-and-from school)

Performance measures, both at the project and network level, will be selected based on the availability of applicable data. Evaluation of the Complete Streets Policy’s effectiveness will be included as part of Bikeway and Pedestrian Master Plan updates, which typically occur every 5 years.

7. Exceptions

Exceptions to the this Policy include: 1) when accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways; 2) when the cost of accommodation is excessively disproportionate to the need or probable use; and 3) when there is a documented absence of current or future need. Any exceptions must be approved by the City Engineer.

8. Implementation

Initial implementation actions may include updating the City’s Capital Improvement Project (CIP)

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standard work and Tentative Map (TM) plan check standard work to incorporate early considerations for Complete Streets design principles, transitioning the Growth Management Oversight Ordinance's traffic threshold to more broadly account for "transportation," and combining the Bikeway and Pedestrian Master Plans into a single, comprehensive Active Transportation Master Plan. The Complete Streets Policy's future implementation, progress reports, and revisions will be guided by ongoing consultations with the Safety Commission and through ongoing updates to the Bikeway/Pedestrian Master Plans.

DRAFT

RESOLUTION NO. SC - 2015-_____

RESOLUTION OF THE SAFETY COMMISSION OF THE CITY
OF CHULA VISTA RECOMMENDING ADOPTION OF THE
COMPLETE STREETS POLICY BY CITY COUNCIL

WHEREAS, jurisdictions are becoming increasingly aware that cities play a critical role in supporting the health and well-being of their communities; and

WHEREAS, jurisdictions are working to transition to more “complete streets,” which are designed to ensure safe, comfortable, and convenient access to all users (pedestrians, bicyclists, motorists, and transit riders) of all ages and abilities; and

WHEREAS, many jurisdictions have developed and adopted formal Complete Streets policies to direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users; and

WHEREAS, the City has developed a draft Complete Streets Policy, which follows the suggested framework of the National Complete Streets Coalition and includes sections on design criteria, context sensitivity, performance metrics, and initial implementation actions; and

WHEREAS, if adopted, the Complete Streets Policy’s future implementation will be guided by ongoing consultations with the Safety Commission and through ongoing updates to the Bikeway & Pedestrian Master Plans.

NOW, THEREFORE, BE IT RESOLVED that the Safety Commission of the City of Chula Vista does hereby accept the staff report and recommends adoption of the Complete Streets Policy by City Council.

PASSED AND APPROVED by the Safety Commission of the City of Chula Vista, California, this 6th day of May 2015, by the following vote:

AYES: Commissioners:

NAYS: Commissioners:

ABSENT: Commissioners:

Chair

ATTEST:

Florence Picardal, Secretary